(ख) क्या यह सच भी है कि 1981 में इस जगह एक बड़ी रेल दुर्घटना हुई थी तथा इन्हीं दो स्टेशनों के बीच बार-बार दुर्घटनायें होती हैं ;

(ग) यदि हां, तो उनका ब्यौरा क्या है ;

(घ) क्या सरकार ने इन दो स्टेशनों के बीच बार-बार होने वाली दुर्घटनाओं के कारण का पता लगाया है ; और

(ङ) यदि हां, तो उनका ब्यौरा क्या है ; और यदि नहीं, तो इसके क्या कारण है ?

रेल मंत्रालय में राज्य मंत्री (श्री मल्लिकार्जुन) : (क) जी हां.

(ख) से (ङ) : 5-3-1981 को दिवा स्टेशन पर एक माल गाड़ी दूसरी माल गाड़ी के पिछले हिस्से से टकरा कई थी। तथापि, 1981 के बाद 15-5-1992 को हुई दुर्घटना को छोड़कर इन स्टेशनों के बीच बड़ी दुर्घटनाएं नहीं हुई हैं। 15-5-1992 को हुई दुर्घटना की जांच मध्य क्षेत्र के रेल संरक्षा आयुक्त द्वारा की गई है। उनके अनन्तिम निष्कर्षों के अनुसार यह दुर्घटना उपस्करों की खराबी तथा रेल कर्मचारियों की गलती के कारण हुई ।

रेलवे की फालतू जमीन का उपयोग

93. **श्री एस० माधवन :**
डा० जितेन्द्र कुमार जैन :
श्री रणजीत सिंह :

क्या रेल मंत्री यह बताने कि कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने रेल विभाग में धन की कमी को पूरा करने के लिए रेलवे की फालतू पड़ी जमीन का व्यापारिक प्रयोजनों से उपयोग करने अथवा इसे बेचने का निर्णय लिया है ;

(ख) यदि हां, तो मार्च, 1992 के अन्त तक रेलवे विभाग के अधीन चार महानगरों में कुल कितनी ऐसी जमीन थी जिके बारे में सरकार ने उसे बेचने अथवा उसका व्यापारिक प्रयोजनों के लिए उपयोग करने का निर्णय लिया है ; और

(ग) मई, 1992 के अन्त में इस जमीन में कितनी जमीन बेची गई है; तथा यह जमीन कौन-कौन से महानगर में कहां-कहां स्थित है और इसे किस मूल्य पर बेचा गया है ?

रेल मंत्रालय में राज्य मंत्री (श्री मल्लिकार्जुन) : (क) जी नहीं ।

(ख) और (ग) प्रश्न नहीं उठते ।

Tracks from Borivili to Virar of Western Railway

94. SHRI VIREN J. SHAH: Will the Minister of RAILWAYS be pleased to state :

(a) what steps Government have so far taken or propose to take to redress the difficulties faced by commuters living beyond Borivili on the Western Railways;

(b) whether there is any propsal under Government's consideration to lay four tracks from Borivili to Virar;

(c) if so, what are the details thereof and by when the tracks are likely to be laid;

(d) whether there are any plans under Government's consideration to increase the number of suburban trains beyond Borivili or terminating all the trains at any of the major stations beyond Borivili; and

(c) if so, what are the details in this re-gadd asd by when these proposals are likely to be implemented ?

THE MINISTER OF STATE IN THE MINISTRY OF RALWAYS (SHRI MALLIKARJUN): (a), (d) and (e) During the last five years, 50 suburban trains have been provided for commuters living beyond Borivili. This include eight trains introduced from 1-7-92. Augmentation of suburban trains is a continuous process in Bombay suburban area depending upon the availability of resources etc.

(b) and (c) The survey has been taken up. Further decision will depend on the results of the survey.

New Railway Projects submitted by Maharashtra Government

95. SHRI VISHWASRAO RAMRAO PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the proposals for new railway projects submitted by Government of Maharashtra during the last three years;

(b) whether some of the proposals have been found unremunerative; and

(c) if so, the details thereof and the action taken on the proposals submitted by the State Government ?

THE MINISTER OF STATE IN THE MINISTRY OF RALWAYS (SHRI MAL-L1KARJUN): (a) to (c) Five proposals for gauge conversion, 3 proposals for New Broad Gauge lines and one proposal for setting up of Rail Coach Factory and Wheel & Axle Plant were submitted by Government of Maharashtra. Details of these projects and action taken thereon arc as follows :—

	Projects recommended by Government of Maharashtra	Action taken
1.	Conversion of Manmad-Aurangabad MG section into BG and subsequently extend-it up to Parli Vaijnath and Adila-up on Parbhani-Adilabad section. Conversion of the entire route is targetted for completion in 1994-95	Manmad -Aurangabad conversion completed and opened in 1991-92. Work is in progress on ing Manmad-Parli Vaijnath section and is being taken bad.
2.	Conversion of Latur—Barsi—Pandharpur Miraj NG section and extending it up to Latur Road and laying a new railway line joining Osmanbad with this line.	Conversion of Latur—Miraj NG to BG has been included in the Action Plan for Gauge Conversion.
3.	Conversion of Chandafort—Gondia—Jabalpur NG to BG.	Included in the Action Plan. Work on the subsection Gondia—Chandafort has been included in the Railway Budget 1992-93 and will be taken up shortly.
4.	Conversion of Daund—Baramati NG line to BG.	The work has been included in the Budget for 1992-93 and is in progress.
5.	Conversion of Yavatmal—Murti—Japur—Achalpur Railway line.	It is a private line, worked by Railways in terms of an agreement. The question of conversion would arise only after it is taken over by the railways which option would be available in 1996.
6.	NewBG line from Khamgaon to Jalna.	Found unremunerative, hence, the proposal could not be taken up.
7.	New BG line from Ahmednagar—Bir—Parli Vaijnath.	Found unremunerative, hence, the proposal could riot be taken up.
8.	Construction of Wardha—Yavatmal—Posad—Nanded railway line-	Due to constraints of resources, it is not feasible to take up this work.
9.	Setting up of a Rail Coach Factory and Wheel& Axle Plants in Vidharbha Region.	The proposals were received from the Chie Minister of Maharashtra but these were not agreed to due to paucity of funds faced by the railways.